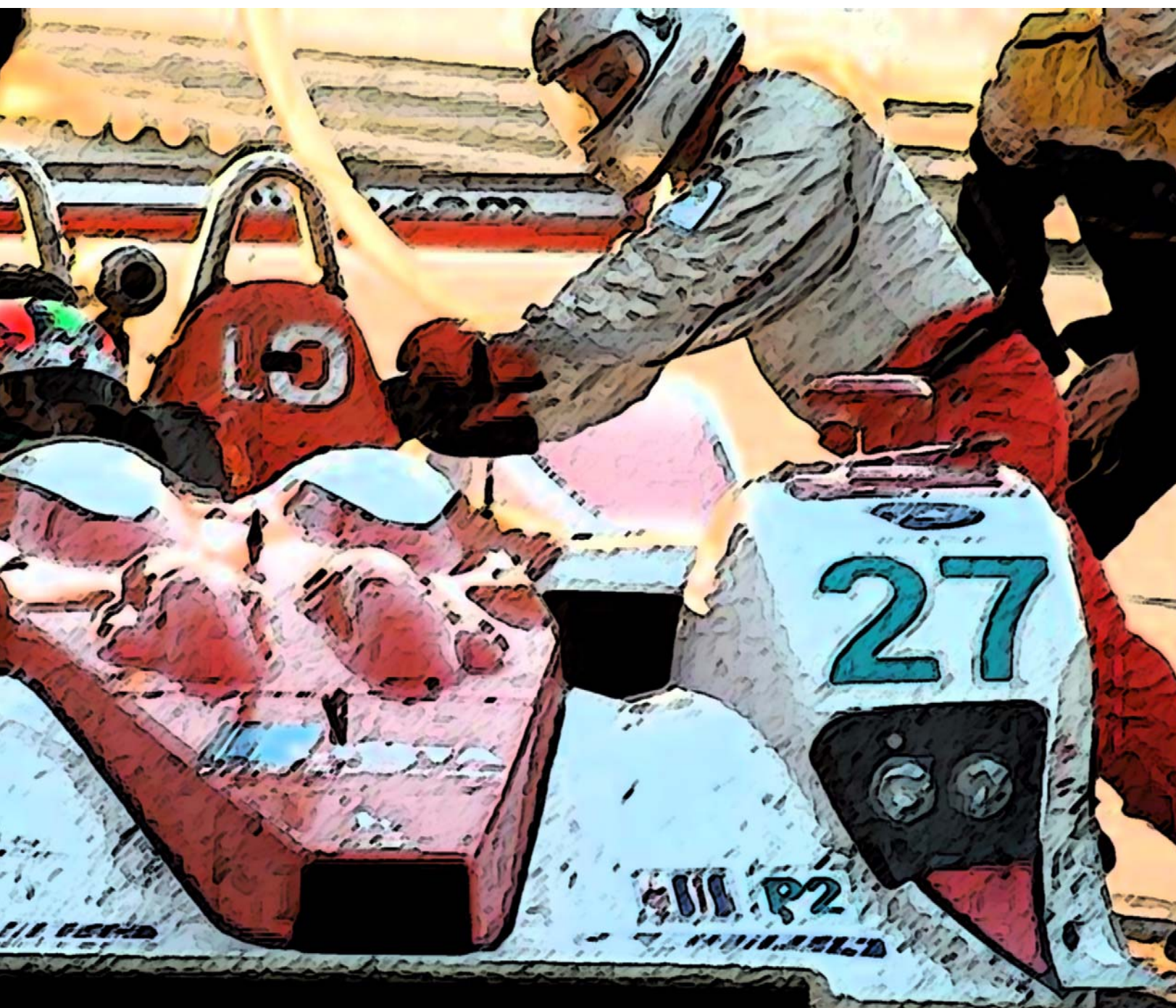


The Checker

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A Little Pit Action at the 12-Hour.

(With apologies to Darryl Gray for messing with his photo!)



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2007 Event Schedule

NOTE: The events listed here were copied from the [SEDIV Racing site \(sedi-racing.org\)](http://SEDIV Racing site (sedi-racing.org)). SEDIV Racing does not notify The Checker of any updates to the calendar so you **MUST** refer to that site for corrections!

June

2-3 **Regional Race/Solo II - Sebring, Full Course**

2-3 National/Pro IT/PDX Atl Road Atlanta
www.atl-scca.org

9-10 Driver's School/ECR/ECR/FES Fla Homestead floridaregionscca.com

16-17 SARRC/ECR/CCPS CCar Lowes' Motor Speedway www.ccrscca.com

30- Jul 1 PDX/CCPS NCR Rockingham www.ncr-scca.com

29 - Jul 1 Lou Ella Cook Double National SEDiv Roebing www.sediv racing.org

July

5 **Brumos Porsche 250 - Daytona**

14-15 **Driver School - Sebring, Short Course**

7-8 SARRC/SARRC Al Barber Motorsports Park

21-22 SARRC/ECR/Pro-IT/PDX Atl Road Atlanta
www.atl-scca.org

28 Mid-Year Meeting Atlanta

August

4-5 **Regional Race - Daytona**

4-5 Blue Ridge Divisional Hill Climb CCar Sparta, NC www.blueridgehillclimb.com

11-12 **Regional Race - Sebring Long Course**

11-12 National/CCPS/PRO IT NCR VIR www.ncr-scca.com

September

1-2 **Regional Race - Sebring, Full Course**

29-30 **Regional Race - Daytona**

1-2 SARRC/SARRC Atl Nashville, Tn www.atl-scca.org

8-9 Restricted Regional Bucc Roebling Road
www.buccaneerregion.org

15-16 Fall Festival PDX CCar Carolina Motorsports Park www.ccrscca.com

22-23 SARRC Invitational Challenge SEDIV Roebing Road www.sediv racing.org

29-30 Regional/FES Night Enduro Fla Moroso
floridaregionscca.com

29-30 Divisional HillClimb TVR Scottsboro, AL
www.crowmountainhillclimb.org

October 2007

1-5 **Z CAR CONVENTION AT DAYTONA, includes:**

PDX/Club Trials and Solo - Wednesday October 3

Solo at the Deland Airport - Thursday, October, 4.

WORKERS NEEDED! Contact Art Trier 407 324-1874 or qreshadow@bell-south.net

12-14 **Porsche Club Races - Daytona**

20-21 **Regional Race/Solo II/2008 SARRC - Sebring, Full Course**

8-14 Runoffs Nat Heartland Park - Topeka
www.scca.com

27-28 2008 SARRC/2007 ECR/CCPS NCR VIR
www.ncrscca.com

November 2007

1-4 **Porsche Rennsport - Daytona**

8-11 **HSR Finale - Daytona**

24-25 **Turkey Trot - Sebring, Full Course**

3 13 Hour Enduro NCR VIR www.ncr-scca.com

3-4 Track Trials Bucc Roebling Road www.buccaneerregion.org

9-11 ARRC/PDX Atl Road Atlanta www.atl-scca.org

17-18 2008 National Fla Moroso floridaregionscca.com

24-25 2008 SARRC/2007 ECR CCR Carolina Motorsports Park www.ccrscca.com

December

CFR Annual Meeting and Banquet

SCHEDULE CHANGE — Due to paving and other improvements to the Daytona infield, the Daytona race scheduled for August 4th and 5th will be held at Sebring (Long Course) on August 11th and 12th.

When & Where





District Information

Meeting Times and Places:

See inside front cover for contact information.

District 1 — 2nd Tuesday 7:30 p.m., Quaker Steak and Lube, 10400 49 St. N. Pinellas Park, just north of U.S. 19.

District 2 — 4th Wednesday Beef O'Brady's 5025 Fowler Avenue; Tampa.

District 3 — 2nd Monday 8:00 PM Rossi's Pizza & Pasta 5919 South Orange Blossom Trail Orlando 321-228-0430.

District 4 — Contact Governor for details.

District 5 — 2nd Monday Dinner at 6:30 PM, Meeting at 7:30 Charlie & Jake's 6300 N. Wickham Road, Melbourne.

District 6 — 3rd Thursday, Dinner at 7:00 PM, Meeting at 7:45 Caddyshack 3122 Golfview Road, Sebring.

District 7 — Meetings alternate between locations on the 3rd Thursday of each month. Dinner at 6:00PM, meeting at 7:00PM – east side location is Sea Treasure Restaurant and Lounge on US 1 north in Edgewater ;

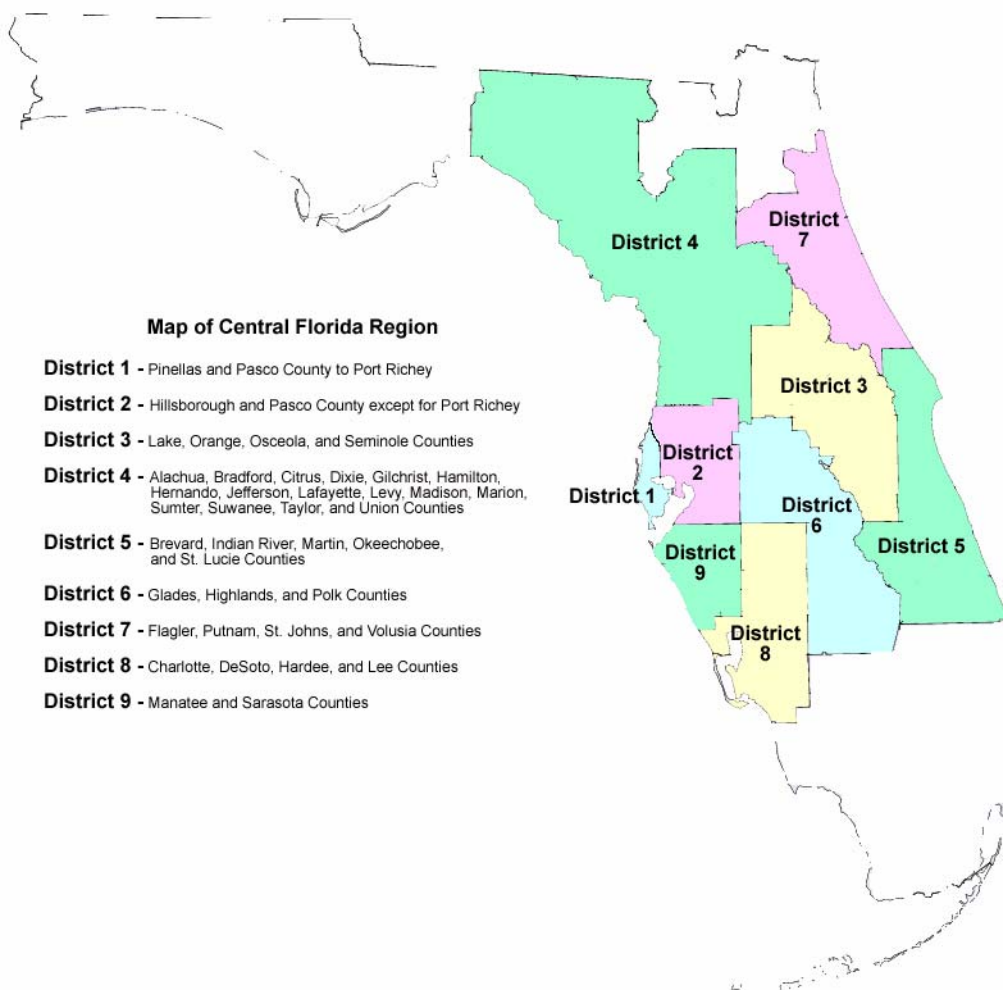
west side is Stavros, 155 S. US Hwy 17-92, DeBary. Contact district governor for directions.

District 8 — 1st Wednesday 6PM Uno's Chicago Grill Daniels Parkway, Fort Myers. **NEW!**

District 9 — Call Governor for details.

New to the club?

For general information on the membership or meetings please call your district governor. Or, if you want to know about a specific "specialty" call the "chief" listed on the inside cover.



Welcome New Members!

*Here is the complete list of our NEWEST MEMBERS to date —
We extend a BIG welcome to you all!*

District 1

Matthew Dahm, St Petersburg
Alan Lichtenstein, Seminole
Deborah Penkava, Madeira Beach
Paul Penkava, Madeira Beach
Lisbeth Pierce-LaPorte, New Port
Richey
Daniel Puckett, St Petersburg

District 2

Steve J Bannister, Tampa
Franklin Jones, Tampa
John E Okenfus

District 3

John Cento, St Cloud
Kurt Grashel, Orlando
Michael Heavener, Orlando
Patricia Heavener, Orlando
Ashley Nicole Heavener, Orlando
Michael Holley, Orlando
Clifford Huff, Ocoee
Don McCormick, Orlando
John Tremblay, Orlando
Gina Tremblay, Orlando

District 4

Courtney Jacobus, Spring Hill

District 6

Phyllis Hall, Sebring
John Mazar, Sebring
Edwin Pigman, Avon Park
Darlene Pigman, Avon Park

District 7

Jimmy Campanaro, Ormond Beach
Lauren, Campanaro, Ormond
Beach
Terry Lee Earwood, Deland
Kellee Fulton, Ponce Inlet
Melanee Fulton, Ponce Inlet

District 8

Doug Barrows, Ft Myers
Rick Paul Silhavy, Sanibel
Diane Silhavy, Sanibel
Rikki Silhavy, Sanibel
Bree Silhavy, Sanibel
Dennis Trebing, Cape Coral
Julia Trebing, Cape Coral
Heike Trebing, Cape Coral

District 9

Fred Cochran, Sarasota
Joanna McCaughery, Sarasota
Nicholas Polito, Parrish

Out of Region

Gilbert Guimond, Brampton, Ontario
Paul Hansen, Davie
Karl Ley, Mississa, Ontario
Natalia V Poliakova, Aventura
Neil Stretton, Ashford, Kent UK

Club News





District News

District 1

Fresh off the Daytona Nationals we gathered at Quaker Steak and Lube. There were a handful of new members who had traveled across state for their first experience in the second best seat in the house (the first being the racing seat). The fact that they returned for our meeting means we must be doing SOME things right. The Daytona event was cut a bit short with the 2nd of two enduros being cancelled. It was comforting to know that the decision of

safety over racing allowed us to get reasonably packed up before the rains came again.

But back to the meeting,,, Ed Daniels brought in two LARGE Speed world challenge decals that were the most sought after door prizes. We could have auctioned them off for charity they were that popular. Q auto and accident attorney provided several nice shirts too. In fact we went a little overboard on the giveaways and need

to replenish the goody bag Hint, Hint,.

Next months meeting should be filled with news following the Bog meeting in Lakeland. Remember Neighboring Tampa district will be hosting the annual meeting at the end of the season. Please join the district 1 crowd at Quaker Steak just off 49th. in Pinellas Park for a cold beverage good food, door prizes, AND hot topics.

Gary Steffen

District 3

District 3's May meeting was held at Rossi's Pizza on S. Orange Blossom Trail with our regulars plus several visitors attending. Gov. Bill Martin led the lively and sometimes funny discussions. In fact, one of the regulars was heard to ask "Is this a branch of the Comedy Club?"

Our Daytona National was very well attended with 425 drivers/375 entrants. Arriving on Friday, we were greeted by heavy smoke from the northern wildfires - you couldn't see across the track to the pits from the Tower. We met with Daytona Management and formulated a back up plan but the winds shifted and within 30 minutes, everything was clear. The wind gods continued to smile as we had no issues with smoke the rest of the weekend. However, the storm gods were not quite so kind. After running on

schedule Saturday for all the SRF's and finishing the National races Sunday morning, we were able to get only the first Enduro completed Sunday afternoon. With reports of rain, heavy cloud-to-ground lightning, wind, possible tornados and quarter size hail heading our way, DIS decided to err on the side of caution and we cancelled the second Enduro.

We certainly understand the disappointment of those drivers but hope they can understand that the safety of both our volunteer corps as well as the drivers takes precedence. In order to 'ease their pain', our Race Board (Robin R. and Robin L.) have sent all 47 entrants a certificate to be valid through next year (9/31/08) granting them essentially a free entry to one of our events.

By the time you read this, we will have held our Drivers School at Daytona. As of this writing, we have 29 entries. Our June Regional at Sebring is a double SAARC as well as a joint event with Solo...and....we have our pool party at the Kenilworth.

Quickly following that, on Saturday, June 9, is our midyear BOG meeting to be held at the Best Western in Lakeland. At this meeting, we will elect our RE, Asst. RE, Treasurer and Secretary as well as approve the budgets for CFR.

Gov. Bill reported that St. Pete is on the calendar for the next two years and they've moved their date out a week to the April 5th weekend. Also being considered is a Double National for our January 2008 event. Stay tuned...and see you at the races!

Fran Martin

District 8

This is an open invitation to any District 8 CFR Workers; come to the next meeting and dinner is on us! I just cannot believe that John Woessner and I are the only licensed CFR Workers in the 4 Counties which make up District 8 (Charlotte, DeSoto, and Lee Counties).

Although there was a small turnout for our monthly meeting; there were two items that deserve further discussion:

How about either delaying or holding back some of the food to insure entrants running in the last run group on Saturday get to benefit that those in the earlier groups now enjoy. Even if the run group is not impounded; It does take a little time to get the race car back to the paddock and then head over to the social.

Even with on line Registration, it would help if Group 1 Drivers had a separate

line to speed up the process. Or maybe a line for Drivers and a separate line for the crews.

Hey, just a thought. And another reminder; our next meeting is June 6th at Uno's on Daniels Parkway starting around 6 pm. Hope to see some workers from District 8.

Ron Camacho

RE Report

CFR hosted another spectacular event at Daytona, with 429 competitors pre-entered and several thousand of the faithful in attendance to help.

A little more cooperation on the part of the weatherman could have really made a difference for the last group on Sunday, as they were rained out. As some of you may know, once the event starts the region is not in control. That was certainly true in this case and a decision was made to not start the race. This decision was driven by the need to protect the participants from the approaching storms. There were no other considerations.

The Region has taken appropriate steps to compensate the competitors involved.

On Saturday June 9th the CFR Board of Governors (BoG) will be meeting (9:30am) in Lakeland at the Best Western at I-4 and Hwy 98, this is your opportunity to have a voice in Your club.

No sense just grumbling, when you can be part of the solution.

New to our schedule this year is the CFR support of the Nissan Z clubs National convention at Daytona on October 2-4. For our part there will be two days of Solo II and a one day PDX on the skip Barber course. PDX means instructors, SCCA licensed drivers, who in consideration for their teaching will be given time to run their own Race cars on the Skip Barber course. Art

Tier is our contact point for the PDX and his e-mail is

Art <qreshadow@bellsouth.net>.

This event also needs a senior management team, if you're interested, be sure to get in touch with Art.

We need a Chief Steward, a Flag Chief, and Tech Chief.

David Boles has signed on as the Chief Driving Instructor. We will also need the Indians that go to make a program like this work. Corner Workers, Tech Staff, Instructors.

For the PDX program instructors do not need a National Competition license.

The Solo II portion will be under the leadership of Tim Reardon and Dat Nguyen.

Attention in the Paddock;

The electrical camper outlets along the north fence of the Sebring Green Park area have been redesigned and rewired and there is now a full 30 Amp RV receptacle allocated for each 20' of fence line. There are nine power pedestals, each with two 30 Amp and one 20 Amp receptacles installed. This will provide plenty of power for eighteen camper locations. If you will be using regular extension cords, a 30 Amp male plug/20 Amp female cord adapter must be used to fully utilize the power available. The 20 Amp outlets in each pedestal panel are not designed to serve two camper loads.

Rick Balderson

Many of our competitors drive long distances to race with us and depend on a power connection for the weekend. Please be considerate of your fellow racers by only parking a camper/trailer and a race car in each space. Do not use the spaces as general parking if you do not intend to use the outlets, as you will be charged for the electricity even if you do not use it.

Our RallyCross Chairman, Brad Gooch is hunting new sites, so if you have a lead his contact info is, Ph 407-718-4629, E-mail geologydude@gmail.com.

Drivers, be sure to take advantage of the new window on your entry form, the worker fund donations from this donation will be used to pay for worker rooms at YOUR events, and as you know, volunteer workers make this work. 100% of the money from this fund will go to worker rooms.

As always, your input is important, so please feel free to send me a line. If there is an issue you'd like to discuss, please call, I will do my best to explain why we do what we do. Or what plans we have to make it better. This means YOU.

Some of you may have heard, Joyce Hayward went in for some chassis work, and a new hip has been installed, test laps to follow shortly. We wish Joyce & Bob a successful rehab.

Membership Report

There is no report this month because Joyce is recovering (nicely we hope)

from hip replacement surgery. Everyone wishes her a speedy and

Joyce Hayward

uneventful recovery. We miss you!



Letters To the Editor

Virginia Tech and CFR

Sometimes real life horrors hit too close to home, Matthew Inge, son of Ronald and Sharon Inge, is a student at Virginia Tech, the following is a parent's perspective on the recent events at that school. - Editor

... please pass this message along to everyone that called or emailed about Matthew. He is fine and back at school, he flew back yesterday.

We heard about the events during last Monday morning. Fortunately, Matthew called me about 5 minutes after I heard that something was going on. Sherry and I wrapped up everything that we could and drove all night Monday to get to Va Tech. 1009 miles from our door to the school, to be exact.

We got there in time to shower and change so that we could go to the memorial service that was conducted by President Bush and Governor Kaine. I can't tell you how hard that trip up there was, thinking all the time how

it could have just as easily have been a class that Matthew was in. To say that we were happy to see him is an overwhelming understatement. However, within five minutes of us getting there, he clearly outlined where he stood. He said "Va Tech is my school and my home and I will not abandon it. I will be back next year." Sherry and I fully support that and were hoping that he would say this.

The memorial services were something that we will never forget. The afternoon service with the President and Governor Kaine was in the basketball arena. We got there an hour and a half before it started and were about the 15,000th people in line. The arena only holds about 10,000, so we went over to Lane Stadium where the Hokies play football. There was a Jumbotron there, so we were able to see the ceremony easily. The evening candlelight memorial was really difficult to get

through. It was great, but put a lump in your throat that felt like a Mini-Cooper.

Matthew was looking forward to getting back to class. He is anxious to see his buddies, some of which he hasn't seen at all since before the shootings. He was a little concerned with how it was going to feel and how folks were going to act since they all were trying to deal with this. Based on the maturity of the kids that I saw, they will do fine. They exhibited a level of maturity that was well beyond their ages. I was proud to be around them.

Thank everyone for their calls, emails, thoughts and prayers. Especially the latter. God watched over Matthew during this tragedy, it could have been him or some of his close buddies. It has changed my life and, hopefully, the rest of the country.

Ronald E. Inge

Daytona Madness

The schedule was setup to have enduro qualifying (2 groups) on Saturday morning, with the races being the last two on Sunday. This was fine. Although it created a bunch of downtime, it allowed an early departure on Saturday, and a late arrival at the track on Sunday, which worked out well for me.

So the first enduro goes off at 12:46 pm by my watch. An hour into the race it is raining, not storming but steady. The race finishes on time at 2:16. The rain has stopped. A worker break was to follow on the schedule. By 2:45 we are getting announcements that 'severe' weather is being forecast with high winds and possibly hail. No more rain has fallen since the end of the first enduro and the track is beginning to dry on the banking. By 3pm a pit lane marshall informs me that race officials are deciding whether to go forward or

not. By 3:05 the race is cancelled and everyone is escorted off the grid. Bear in mind, IT'S NOT RAINING!!!

At 3:10 the rain starts. It rains steady, not storming, for about 15 minutes before beginning to subside. There is lightning in the area. By 3:30, the rain has mostly disappeared; no high winds, no hail. The lightning is gone as well. By the time I leave the track at 4:05 the rain is history and much of the sky has lightened. I don't see another drop of rain.

So many questions remain unanswered. Why the hair-trigger response? Why the total lack of patience to see what the weather would actually do? Why risk pi\$\$ing off the 60+ drivers who, to that point, had only been on-track for one 30 minute session on Saturday? Why not start the race right after the first one and attempt to at least get some of the race

in? Why not wait, and run the race when the weather cleared, even if it had to be reduced to a 60 min. race?

The comments above are facts as best as I can remember. The following are my opinions based on those facts.

The racers got screwed. It appears that the region made a calculated decision to take the money and run. Once a car hits the track, they are under no obligation to refund any money. It also appears that they saw an opportunity to be able to get out early and jumped on it. How else do you explain calling the race when no rain had fallen in more than 1/2 hour? It appears that the decision was made without serious consideration to waiting it out. There were over 420 entrants this past weekend. There were 42 cars and over 60 drivers qualified for the race. It seems that they were willing to take their chances pi\$\$ing off only 10% of

the racers, because hey, at least they get the money.

We are reminded time and again how financially healthy our region is. The money we are sitting on is safe, properly invested, and quite large compared to most regions I would guess. Our relationship with the Daytona speedway is good. I believe the race should have been run in its entirety. I believe that if darkness was going to be an issue, the region should have requested that the lights be turned on and paid to have it done. Where does the region think that the money comes from? It's the members money! And while it may have only benefitted directly maybe 50 or so members, it would have gone a long way toward solidifying CFR as a region that puts its members over the money and goes the extra mile to ensure a quality event. Doesn't look that way anymore. How many racers would have been bragging from the roof tops today that they got to run Daytona

under the lights? And while it may seem like a small amount of people would benefit from a large cash outlay, I'm quite certain that there are other non-racing regional events that get subsidized to varying degrees by the money that the racers contribute. To underline that point about the money, I walked over to Tech at about 3:45. Tech had long since cleared out, but there was one official listening to the weather radio. I overheard the same description of the storm we were warned about come over the radio again. Oddly though, the storm was 30+ miles south of us between Titusville and Christmas and moving away! When another competitor walked in and jokingly asked if we would all get refunds, this official smiled a big smile and gave the competitor a wink with a slight chuckle. I'm sure inside he was all broken up though.

So what does the region do? The racers are clearly, if not technically,

owed something. Free entry into the next enduro? Half-price vouchers for a future race? Or, take it in the shorts if you don't like it. All three are possibilities, what ends up happening will be the real story here.

Chris Wire The Recovery Room of Central Florida
www.therecoveryroom.com

*The **ONLY** consideration in cancelling this race was the safety of the workers who were potentially in "harms way". There were reports of rain, heavy cloud-to-ground lightning, wind, possible tornados and quarter size hail heading to the track. I for one, appreciate the regions concern, even though in hindsight, it was not necessary. The Region has sent all 47 entrants a certificate to be valid through next year (9/31/08) granting them essentially a free entry to one of our events. - Editor*

New Driver

My name is Jeff Holbrook and I recently got involved with the SCCA as a new Driver (August 2006) but that's a different story. What I would like to tell you about is my 17 year old daughter Shea Holbrook. Shea will be attending the May Daytona SCCA Drivers School and would like to know if you would be interested in interviewing her for your magazine. We have noticed that there are not that many young drivers and even few females.

Shea has a very extensive sports background, specifically waterskiing. Over the Past 10 years she has been Nationally Ranked in the top 10 in the country and top five in the Region and State.



Now that Drivers school is over we will be "talking" to Shea. We hope to have an article in the July Checker. - Editor



The Start of the Rolling Starts

When your SCCA member number is only four digits long, you know you've been a member for a long time. Charlie Earwood's number is 4552. He is a member of both Atlanta and Central Florida Regions.

In 1970, SCCA legislated that all races would go from standing to rolling starts. Because SCCA sanctioned the 24 Hour in that era, this meant that the 24 Hours of Daytona would be the inaugural. As Chief Steward, I didn't want to put the green out at the Start/Finish due to Turn One's proximity.

Division Chief Starter, Jack Kittinger, and I went to Daytona Speedway to determine an alternate place for the green. Halfway down the back stretch, between Speedway's Oval Turns 2 and 3, Jack waved the green, but I couldn't see it from my Porsche. We decided to

hold a yellow and instructed the drivers to accelerate when the yellow dropped.

This worked fine with the considerable distance prior to our road course Turn One.

The next race was the 12 Hours of Sebring. The Pole sitter was Mario Andretti, who I briefed to accelerate away coming through final Turn 17, to separate the pack before Turn One. We had poor preparation for this new procedure, as I got word during the pace lap that spectators were on the Course at Turn Five, and I did not have communication with the Pace Car to tell them to stay out. Mario did exactly as briefed, but when he saw the starter shaking his head and still having the yellow visible, he gradually backed off, and we went for a second pace lap. This same thing happened next time

Charlie Earwood

around. At the time, Race Control was in the pits adjacent to the Starters Stand, and accessible to everyone. Ferrari Team Manager Chiti was on my back wanting to know what was happening as we duplicated our Pace Lap One malfunction.

The third time around we were clear of spectators, Jack dropped the yellow, and we were racing competitively. The official 12 Hours had begun the first lap when Mario crossed the starting line.

In my wisdom, I stated that Rolling Starts would never work. We did arrange for better communication and security, and, the rest is history. Some series use Standing Starts today and they seem peculiar and antiquated. Spectators like the "new innovation."

MANY THANKS

The members of the SCCA - CFR Workers School would like to extend our most sincere thanks to all of the Drivers that donated to our event. Because of your generosity, we held one of our most successful schools to date. As a result, we were able to enlist several new workers and train them for the safety of all participants.

Again Thank You!!!

Brian Atkinson
W.R. Carson
George Allen
Timothy/Susan Slater
Dr. Stanley Hallock
Paul Flowers
Bill/Tricia Rose
Raymond Reichard
Reed Wilson
Richard Rivard
Lincoln Eveleth
Robinson Motor Sports
Neal Norton
Tom Sterret
Alan Steinmetz
Barry & Linda Rufo
Dynamic Muffler & Brake Shop
Scott Larson

Tim/Kathy Potter
Charles Smith
Ed Grusmyre
Ralph/Dorothy Towell
David Rosenblum
Linda/Bruce Reichard
Larry/Deborah Beebe
Jeff/Barbara Bailey
Patrick Sessions
William Wald
Ronald/Sharon Inge
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Lawrence/Janet Hendrickson

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Robert Shouse/Patricia Carter
Kimerly A. Ingravallo
Jim Morgan / Cole Morgan
John L. Rucker

Pedro Rivera
William/Rebecca Brown
John R. Brooks

2007 National Z Car Convention

In the first week of October this year, the 2007 National Z Car Convention will be coming to Daytona Beach. The convention will run from October 1st thru 5th and is expected to attract upwards of 500 attendees. The Florida Z Association will be this year's host organization.

On Wednesday October 3rd there will be 2 separate motorsports activities going on at the Daytona International Speedway. These two events, a PDX/Club Trials and a Solo will be sanctioned by SCCA and hosted by the Central Florida Region. A separate Solo event will be held on Thursday, October 4th at CFR's Deland Airport autocross site.

Convention proceeds after expenses will go to benefit the Florida Special Olympics.

The PDX/Club Trials event will be held on the Skip Barber road course and as such, will be a new race track venue for SCCA workers and drivers.

CFR is in need of your help in

organizing and staging these motorsports events. We appreciate the participation of the racers and Soloists in their respective specialties, additionally; there is a need for the PDX/Club Trials event in the specialties of Flagging, Grid, Pit, Tech, etc. Driver instructors will also be needed.

The PDX/Club Trials event is basically a school type of event for street driven vehicles but a separate run group will be created for race vehicles too. As a school event, there will not be any wheel to wheel competition and no classing will be offered. The Barber course is 1.6 miles long and selected "passing zones" will be designated on the track.

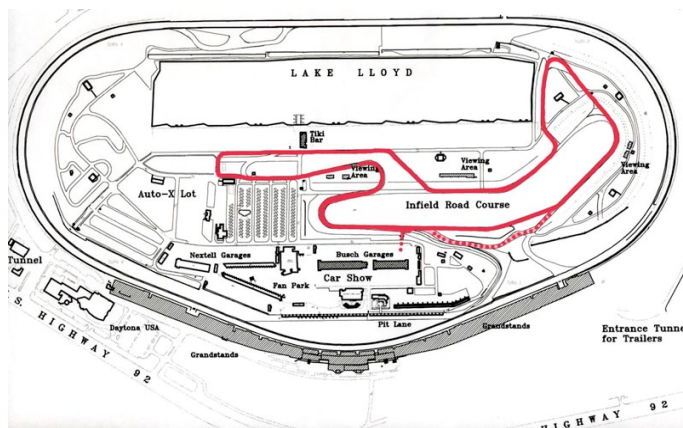
Since this is a school event, we do need Instructors for each entrant in the street car groups. SCCA members that have a Time Trials or racing Competition License and are willing to be an Instructor are invited to participate. As a benefit to being an Instructor, we will provide track time as

part of the "race group" to all licence holders who volunteer. Although "official" entry in this event is restricted to Datsun/Nissan Z cars, any type car fielded by a CFR Instructor will be able to participate and garner track/testing time on this new course.

The Florida Z Association will offer \$25.00 gas cards to all specialty workers willing to volunteer for this event. CFR will offer a similar benefit for specialty workers that volunteer on CFR's website or by contacting the person noted below. That's a total of \$50.00 in free gas.

Lunch and soda/water will be provided by the Florida Z Association to all entrants, officials, and SCCA volunteers as well as T-shirts for all.

As noted, the course will be the "Skip Barber road course" contained within the infield section at Daytona. It includes the world famous "horseshoe" sections that are part of the annual Rolex 24 HR race. The course is indicated below.



More detailed information on these SCCA sanctioned PDX/Club Trials and Solo events can be found on the Florida Z Association website, www.flza.com.

All SCCA members that wish to volunteer to help CFR run these events can do so by contacting Art Trier by phone: 407 324-1874 or by email: qreshadow@bellsouth.net

Participant registration will be offered on the DLBRacing website in the near future.

ON THE ROAD AGAIN: This time to the Double SARRC races at Roebing. The advance information showed a huge field scheduled to run. In several classes - registration was more than the legal limit of 55 hoping to run in class/group. The track was resurfaced last year and the new surface produced many new class speed records. For us Workers, the new surface also seemed to slough off a lot of dust and dirt, thereby cutting down the broom time. The added sand and dirt traps on some of the corners seemed to prevent some serious car damage. Tho' if a driver went into one, he or she tended to become a resident, but at least their forward motion or slide kept them out of some of the tire walls, or the trees. We didn't seem to have the 'send the wrecker, Rescue and a chain saw' calls that we used to have in the past.

Lots of incidents but no injuries during the weekend. Husband Jerry found himself having to drive under an airborne car that was the result of two cars trying to occupy the same piece of real-estate. Two cars into one space, didn't go and, for a minute, Jerry was afraid he might end up with a extremely large hood ornament. Fortunately the car found another landing zone. I, on the other hand, saw a car suddenly sideways in the middle of a pack - something wrong with that picture. Then he started to roll toward our corner station at Turn 8. Everyone missed hitting him enroute and the inside berm tipped him back up on his wheels. Though the car was injured, he was not.

BE A GOOD NEIGHBOR: Whether we're working in region or out, we have to remember to follow track rules and try to leave the track as clean when we leave as it was when we arrived. If no trash barrels are located at your corner, check your corner packet - there should be a large trash bag inside. Tie it to the chain link fence and be sure to use it. Remember too, we're responsible for the actions of all our guests. Drivers note: you're responsible for your guests and crew. Parents are responsible for any damage done by their kids and for keeping them safe and out of hot areas. Monetary fines, and damage assessment costs can be levied. Racing penalties, which can be severe, including expulsion from the track, can also be given to Drivers. There was one such incident at Roebing. Racing is our sport and it's very family oriented. Lets be sure to make it enjoyable and safe for all.

MANY GOOD REPORTS: were received concerning the St. Pete Grand Prix. Canyon races are always interesting to work and a great job was done by all. Once again, we proved ourselves to be one of SCCA's best regions for workers. Also well subscribed were the Nationals at Daytona. Obviously everyone loves the high banks and the Daytona mystique. Good work folks!

SCHOOL SET RECORDS: Workers School, that is. Sixty-Three folks, including 14 brand new workers attended. Flag Chief Rich commended the great job done by Hollye who 'chaired' the School. Rich also gives special thanks to Rick Rivard and Chas Dawson both of whom brought their race cars to the School and demonstrated safety features plus offered insights from a Driver's perspective. As always, breakfast, lunches and the Saturday evening banquet were provided by the Dawsons and were superb. And again, thanks to the Drivers and all who donated to the fund for making the School possible free of charge to all Workers attending.

RECRUITMENT ROCKS: I've been impressed with the number of new workers that have been gathered into the fold. Three new members who attended the Workers School are already signed up for the May event. Welcome to all and here's hoping you enjoy your work and will recruit your friends to join you and share the action. In case you might have missed it, SCCA National has copies of the flag sheets, signals and rules if you want a quick reference source. The Flag Chief also has some handy laminated cards to carry with you on station as a 'cheat sheet.' And, of course, feel free to ask the Flag Chief or your Corner Captain if you have any 'what's or whys' while you're working. Believe me, there's no dumb question you can come up with that one of us hasn't asked ... nor stupid mistake that we haven't said or done. Just remember, first on your list is 'be safe.' And also remember, the only dumb question is one you haven't asked.

WORKER REBATE: When sending in your SCCA dues for the year, remember you can apply for a rebate from CFR. Forms with all the information are at the web site, www.cfrscca.net They require a copy of your worker log signed by the Flag Chief of each event worked. SCCA National no longer requires a copy of the log ... but you have to list all races worked to be eligible for a Divisional or National license renewal. They also don't send you a new blank card when you renew. This makes it essential that you keep track of races worked. Just got the official word from our Flag Chief, Richhe now has an ample supply of blank log cards, so pick up one either at a morning meeting or whenever you see him during the weekend the next time you work. Of course once you have the card, don't forget to fill it out and have it signed by the Chief for every day you work.

'Til next month ... looking forward to the Drivers' School in mid-May and the Double SARRC the first weekend in June!

Columns



Ted's Technology, Trivia & Tidbits

Ted Glaser

Technology and Business:

Parking problems in the UK.

- More than eight million tickets were issued in 2005, one for every three cars
- In London more than five million tickets were issued. Westminster Council raised £65 (~\$123) million from parking
- Nationally, motorists paid out more than £1.2 (~\$2.28) billion in parking fines
- As many as one in five tickets may be issued invalidly
- Fewer than 0.5 per cent are referred to the parking adjudicator - yet two thirds of appeals are successful

Hyundai Motor Co. Ltd. says it will build a new engine plant in Montgomery, AL, to begin production in September 2008. The engines will be for vehicles built by Hyundai Motor America Inc. in Montgomery and by affiliate Kia Motors Corp. at its new plant in West Point, GA, slated to open in 2009.

Hyundai already produces V-6s for its Sonata sedan and Santa Fe cross/utility vehicle in Alabama

The price North America's traditional steel industry has paid to become globally competitive is breathtaking. In its heyday in the 1960s, the U.S. steel industry directly employed about 600,000 workers. It currently employs about 150,000, and yet it produces as much or more steel

The 2008 Lexus IS-F sedan will feature a 5.0L V-8 making more than 400hp and 350 ft-pounds of torque and the world's first eight speed automatic transmission. Take THAT, BMW M-3.

In Europe, Audi will fit a 6.0L V-12 diesel, derived from the A-10 ALMS racer into the 2008 Q-7 SUV. Some US models will receive a 3.0L TDI V-8 diesel equipped with Mercedes Benz' Bluetec system to aid in passing 50 states emission requirements.

Chrysler Corporation will equip the 2008 Dodge Dakota with a new 4.7L V-8 Magnum engine rated at 290hp and

320 ft-pounds of torque. In a revolutionary move, the 16 valve engine will feature two spark plugs per cylinder.

Soy in your seat? Johnson Controls and Lear each have new products coming for 2008 model year automotive seat padding. They are a blend of 5% Soy based material and 95% Polyurethane.

Parker Hannifin is testing a new hydraulic pump housing made from PEEK (Polyetherketone). The material is a semi-crystalline high temperature engineering thermoplastic. The new pump will be tried out as a weight saving device in an un-named F-1 car.

Really integrated manufacturing is taking place in an automotive assembly plant in the Czech Republic. Peugeot, Toyota and Citroën cars are assembled in random sequence for their respective manufacturers. They share no significant parts. The factory is highly automated.

A lap time comparison between Toyota's 2006 & 2007 model F-1 cars reveals that the '07 version is faster despite the smaller engine. Too bad they are still back in the field.

NASCAR chairman Brian France, senior vice president Paul Brooks, international managing director Robbie Weiss and consultant Ken Clapp recently visited China to discuss possible projects with the government.

Andrew Frankel, describing the Mercedes-Benz CL 63 AMG:

It is, of course, a car born for German businessmen used to bludgeoning their way down the autobahn with their lights on full beam, indicator permanently on and the speedo as close to the electronically limited 155mph top speed as humanly possible. Within the crowded confines of the British road network, it feels as confined and far from its natural habitat as King Kong in New York.

Why should UK drivers care about bioethanol? Because if you accept that

cars are here to stay, it is about as green a way of motoring as is possible. Many of our European neighbors have woken up to the benefits; Saab sold 11,000 bioethanol cars in Sweden last year and in France the Government, car manufacturers and fuel companies have announced that there will be 500 outlets before Christmas. As for the UK, never has the chicken and egg scenario been better illustrated. The big fuel companies are not prepared to give over any of their forecourt pumps to bioethanol because there are so few customers. In nearly 18 months, Saab has sold 150 cars and the only other retailer, Ford, has shifted 165.

Trivia:

Dover Motorsports company is based in Dover, Delaware. The company runs four speedways including the celebrated Dover International Speedway, which is known as The Monster Mile. The circuit pays NASCAR fees of \$5.9m for its June event and \$5.3m for its second race in September. This means that the race fees for the two events are \$11.2m. Dover sells out both NASCAR events with 145,000 seats sold on each occasion, with ticket prices between \$50 and \$96. This means that the income from the ticket sales is around \$11m for each race, giving the company income of \$22m. Dover Motorsports reported 2006 earnings of \$5.7m excluding one-time charges.

Crystal Ball:

2009 - Renault-Nissan expect to have a complete range of vehicles able to run on bio-fuels.

2009 - Porsche will have a hybrid-electric version of the Panamera four door coupe, aimed at the Mercedes-Benz CLS.

2020 - Siemens expects to have completely integrated it's electrically powered disc brakes into a complete vehicle control system. There will be NO hydraulics in the brake system.

See you at the races!



CFR Worker's School 2007

Diane Robinson

Our recent Worker's School was a big success with many familiar faces as well as quite a few new ones. Everyone agreed this was a well-planned and executed event for CFR workers. THANKS DRIVERS for all your contributions which helped us to make this a fun and exciting event! A big contributor of time and effort in getting this school off and running was Hollye LaPlante. She and her helpers handled all the big and little details that were needed to make this event happen. Turnout on Saturday totaled 63, including 14 brand new people. The Dawson family and their helpers were instrumental in getting all these hungry people fed. Speakers included Chiefs of all the specialties, who shared their knowledge and

Rich welcomes all to school.

experience in each of their respective areas. And many other people contributed to the program, sharing their firsthand knowledge of what it takes to be a good worker. The word SAFETY was heard many times from the speakers-safety for both workers and drivers. The finale of the event was the annual burning of a car. All of the classroom discussion on fire safety was put to the test as participants got hands-on experience with the fire bottles. Again, many people contributed to this part of the school to make it a safe and memorable experience for everyone present. Tentative plans are already being made for our next workers' school in April of 2008.



Thanks, Hollye.

Gail starts it off.



Guy shares his "Newbie" FAQ.



Doug adds his advice to the new workers.



Rich looks on intently.



Let's take a break.



Gloria tells us about the pit workers.



Steve K talks to us.



Rick and Chaz brought their cars.





Jim H gets us ready to go to the track.



Leland and Jim gab.



Tim represents grid.



Leland tells us about the Steward's job.



Teddy talks about flags.



"Flat Tow" Bob shows us the Hans.



Rich and Matt talk radios and communication.



Hollye tells us the sound facts.



Carla and her crew get ready.



Matt starts Sunday with fire bottle training and info.



The students pay close attention.



Eric assists with the fire discussion.



Let me say it again, "Safety".



We're listening.





The Daytona Classic

With over 400 entries, Tech was a busy place.



There were many shunts resulting in several Drivers going home.



This one took out Jacek Mycha from Canada.



Peter Pope leads through Turn 3 in FSCCA.



Stan Hallock FC leading Darryl Shoff S2 in Turn 3.



The "Wings'N'Things" pack comes in to Impound.



Traffic jam on the scales.



Matt Griffin and his always fast GT1 in Turn 5.



Bill Martin

Tony Ave in Turn 5 with a 1:49 Lap.



Phil Simms and his Jaguar.



David Ellis-Brown ITB in Turn 6.



The signaling crew in Turn 6 pays attention.



Tony Ave in the West Banking ran away with GT1.



Bill Rose hustles his Volvo through Turn 6.



Before the rains came, the lead pack heading for Turn 6.



Phil Simms GT1 passes Bryan Collyer AS in the West Banking.



Dave Theen on the preferred line in Turn 6.



Nationals

The worker pics are of the Turn 2 crew. The photo with 3 workers is Dan, Don Usher, and John Lepps. The pic with 5 workers is Don Usher, John Lepps, Dave Fredrick, Dan and Jason.



The pics of the #38 Porsche are of Sid Collins, who won the FP National Race.



Doug Werth





The pics of the Checker flag are of Dave Fredrick waving it.



A very special lady-racer, Miki, in the garage area Friday afternoon.



Shots from the Nationals

Gloria Theen







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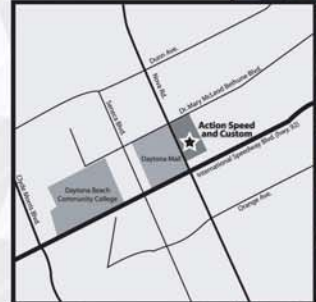
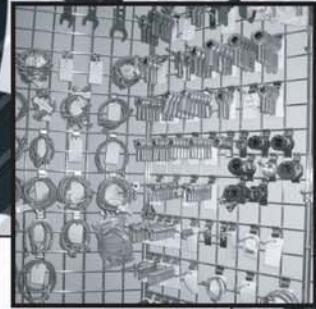
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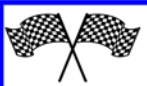


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MGB '65 - British Racing Green. Sebring fiberglass flares, professionally done. Prather engine, FAST CARS front end; Willwood brakes, aluminum radiator, Quaite differential, full roll cage, Parasport rims, Florida Region Champion 2006. First \$9000 takes it. \$30,000+ invested. Bruce 305-666-5293, or email addlib@bellsouth.net (1)

SSC 1999 Mazda Protege ES - Excellent condition, turn key set up, adjustable homologated seat, 1 3/4" roll cage, 8 rims with tires, new Hawk blue brakes and rotors, new clutch and flywheel, plus lots and lots of extra spare parts. Past RUN OFF winner, last year Daytona ECR winner. Easy to maintain, great school car. Must Sell \$4500. OBO. Call Don at 407 468-3881 or e-mail to vickdon@aol.com (2)

1993 Oldsmobile

Achieva SCX - ITS 1993 Oldsmobile Achieva SCX- "Kermit" Purple/ Green. Built for Chuck Hemmingson by OPM. Quad 4 DOHC. Rear disk brake conversion, brake bias, new belts, lots of wheels, lots of extra parts. Comes with 1993 SCX parts car, also

brand new never used body in white from GM factory. Large RPM gauge with memory, oil pressure, oil temp, water temp and fuel pressure gauges. Much faster car than I am able to drive. \$9200. Contact Andy Fox.in Orlando ahfox@dixieply.com for pictures and more info (2)

1980 Triumph TR-8



WOW, Now You Can Have a V8! Original owner. Clean, sorted, with full 8-point custom roll cage with Petty bar, front coil overs, adjustable rear spring perches, panhard rod, steel brake lines, front sway bar, 2 spare rear sway bars (varying thicknesses), 1 extra set front springs, helmet cooling fan, cooling box and tubing, Car is completely rewired (no Lucas gremlins!). Only one race on rebuilt V8 engine, aluminum block and heads, balanced, headers, MSD ignition, Holley fuel pump, 22 gallon fuel cell. Installed 3.08 rear end has Torson locking rear. Extra parts include 3 sets of wheels (4 sets in total), mounted extra tires, two extra rear ends with 3.45 with Torson and 3.89 with locking limited slip, extra engine block, pistons, crank, cam, extra headers, many miscellaneous parts. This car is fast, has gobs of torque, and sounds great! SCCA logbook. Two axle open trailer, with tire rack and winch included, or not. Over \$65,000 invested. Have won many races and a NARRC Championship with this car. A steal at \$16,000 firm.

Call Jim Greenhaus 813-546-0764 or email jim_in_tampa@hotmail.com (2)

1986 Porsche 944 - SCCA ITS, NASA 944 Cup, PCA class I, and PBOC R7 legal. Full roll cage, Nascar type drivers side door bars. New MOMO seat with seat back brace. 2.7 motor, new head gasket just installed, extra oil cooler, electric radiator fan, extra RPM gauge with memory, oil temperature gauge, fuel pressure gauge, and oil pressure gauge. Limited slip diff. CV axles just serviced. Quick disconnect steering wheel. Coilover front springs. Car is quick and easy to drive. One set of 15" x 7" wheels and one set of 16" x 7" wheels. Easily meets SCCA minimum weight of 2635#'s with a 200# driver. \$12,000 Contact Andy Fox ahfox@dixieply.com (2)

1995 Dodge Neon ACR - car was a SSC class to ITA class, owner before me had BSI Racing maintain the car, a regional and national winner. Two logbooks, 2006 tech inspection, 2.0L S.O.H.C., cold air intake, header, Stage 3 clutch, BSI rollcage, Autometer tac, red Sparco seat, new camlock belts, new radiator, new brakes and rotors (Blue Hawk front pads) new windshield, 14" alloy rims with Hoosier tires 15" alloy rims with Hoosiers and two Goodyear tires, 16" alloy rims with raintires, spare body parts, spare transmission, logbook for track setup (Daytona Beach and Sebring) Daytona 2:31.540 Sebring 1:27.262. Moving to GT-2 class. \$5,500 or best offer. Contact Russell at 386-299-0652 cell, 386-255-3479 home, or e-mail rmillcent@msn.com (2)

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0374 (1)

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Street Cars

1992 Miata - 5-speed, clean body with no damage or rust, clear title, missing a few items. \$1500/offer. Will sell complete or will part out. Hardtop, torsion diff., turbo setup, stainless performance exhaust system, aluminum radiator, etc. Available, in Sanford, FL. 407-322-8961 or 407-330-3843 (1)

2001 Porsche 996 - 63,000 miles,

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pan, new head liner for car, new body rubber kit, 5 speed trans, 15" Fuchs rims, large box of new and used parts to go with car. 68k on car and 5k on motor, car in family for 28 years or trade for good 2.0 L motor or larger. Call for e-mail pics. Asking \$7,000 or o.b.o. Contact Russel Milcent at 386-299-0652 (2)

Trailers/Campers

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Articles, photographs and advertisements must ARRIVE at *The Checker* no later than the 15th of the month prior to desired publication. We prefer to receive articles electronically. either on disk or by e-mail. (If you are not sending your article in a Microsoft Word document, please save your file in text only format so that it can be read appropriately.) Attach your article to an e-mail sent to Checker@ClearlySaid.com. Articles may also be mailed to 136 Dublin Drive, Lake Mary, Florida 32746, or faxed to (407) 323-8148.

Photographs will not be returned unless specifically requested. Label all photos for return and send a self-addressed return envelope with sufficient postage. Allow 6 to 8 weeks for return.

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